

THE DAILY BEE.

OFFICE NO. 514 AND 516 FARNAM ST.,
NEW YORK OFFICE, ROOM 65 TRIBUNE BUILDING.

Published every morning, except Sunday. The only morning paper published in the state.
Subscription prices: One Year, \$10.00; Three Months, \$3.50; Six Months, \$5.00; One Month, \$1.00. The Weekly Bee, Published every Wednesday.

One Year, with premium, \$12.00; One Year, without premium, \$10.00; Six Months, without premium, \$5.00; One Month, without premium, \$1.00.

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THE BEE PUBLISHING CO., Props.
E. ROSEWATER, Editor.
A. H. Fitch, Manager Daily Circulation,
Omaha, Nebraska.

There is a strong probability of overproduction in the monument business.

It is about time to have another round-up of the members of the board of trade. The organization is not dead; it is only asleep.

POSSESSION is nine points of the law. This explains the Sunday track-laying by the B. & M. on the bottoms. There's nothing like strategy.

JACK FROST has nipped the Minnesota summer resorts in the bud. The temperature is below 30 degrees, and the guests are taking the first trains for home.

It is said that Gladstone, who is recuperating in Norway, is recovering his voice. If that is the case it is liable to be heard throughout the land of the Briton once more.

PRAIRIE chickens are said to be getting rather wild in the central parts of St. Paul--Minnesota Tribune.

The grammarian of the Minneapolis Tribune "are" evidently wilder than "that prairie chicken."

LATE advice by the underground wire from Arbor Lodge are to the effect that J. Sterling Morton has been summoned to the Ashcroft by Grover Cleveland. If Mr. Morton puts the right kind of bait on his hook he may catch on.

It is announced that the Chicago Current is about to suspend publication. This is another evidence that Chicago does not appreciate literary talent. It has more use for hogs than it has for literature.

THE "Etruria," which has been named the Maud S. of the ocean by the New York Herald, has just lowered her recent record, which was the best ever made. She reached New York on Saturday, having crossed the Atlantic in six days and two hours. This is railroad speed.

WOMEN emphatically says that no reward was ever offered by the British for the head of Oliver Pain, and that no British officer in the Sudan would have given five shillings for Pain's head, or on off his shoulders. The sensational Rochester can put that in his pipe and smoke it.

THE town of Papillion is looming up as a railway center. It has been taken into an important railway combination, the "Omaha, Council Bluffs and Papillion pool." It will soon be settling itself up as a rival to Omaha. This city must watch with a vigilant eye the encroachments of Papillion. It is only a question of time, however, when it will be incorporated in the city limits of Omaha.

THE democrats of Iowa have virtually declared in favor of license. Their platform urges the adoption of a license law in place of a prohibitory law, making the liquor license \$250, with the option of increasing it to \$1,000. This will hardly prove satisfactory to the people of Iowa, the majority of whom, if prohibition is shelved, want high license, the same as in Nebraska, where the license in cities over 10,000 population is \$1,000 a year. The probability is that the republicans of Iowa will declare in favor of such a high license.

SURVEYOR-GENERAL GARDNER is a man of sobriety and integrity, but his record as a bourbon does not come up to the standard of the would-be democratic boss. Hence the spiteful attacks of Dr. Miller upon Mr. Gardner. These assaults are in strange contrast with the Herald's silence in regard to Postmaster Morgan, of Kearney, who is charged with incompetency, habitual drinking, a shortage in his accounts, and the appointment of a rascally deputy, who has skipped after having stolen fifteen registered letters. Mr. Morgan must be a model officer-holder. The Herald's silence cannot be accounted for in any other way.

LADIES and nervous persons who are frightened during a lightning storm might perhaps diminish their timidity if they would only calculate the chances of a person being struck by lightning. During a recent storm in Philadelphia--a city containing 900,000 people--there were three persons struck by lightning, one being killed. The chances of death by lightning during that storm in Philadelphia were 900,000 to one that a person would not be killed, and 300,000 to one that a person would not even be injured. Statistics of electrical storms compiled for many years in France indicate that the chance of injury is much less than this--about 1,200,000 to one during the last fifty years. A wayfarer on the streets stands in far greater danger of being run over by a passing vehicle than of being injured during the fiercest flashings of lightning.

THE OMAHA EXPOSITION.

The indications are that the Omaha exposition, to be held September 4th to 11th inclusive, will not only be a grand success in every particular, but that it will be the biggest fair ever held in Nebraska. All the arrangements for accommodating the exhibitors, as well as the immense crowds that will be in attendance, have been perfected, and the grounds are now in splendid condition. There will be a very large attendance from all sections of the state, and also from Western Iowa where there is no large fair to be held this year. Reduced rates have been secured, not only upon all Nebraska roads, but also upon Iowa roads, a thing never before accomplished.

The entries up to date are a great deal larger than they have ever been at this time at state fairs, two weeks before the opening. The amount of money offered in premiums is double the sum ever given at any Nebraska state fair, and there will be no scaling. Every premium will be paid in full. The total amount of money for cash prizes is \$22,880, of the sum of \$10,000 is for speed purposes. The races will be a great feature of the exposition, some of the best horses having been secured. The entries of cattle, hogs, implements, machinery, etc., are very numerous, and every department will be very complete. In addition to other features of the amusement programme there will be a balloon ascension on three days of the exposition, and also a display of fireworks. No fair has ever offered so many attractions as the Omaha exposition.

THAT NORTHERN ROAD.

Omaha needs and must have a railroad of her own to northern and northwestern Nebraska. That is the only solution of the railway problem with reference to the northern half of the state. So long as we are without such a railroad we shall be at the mercy of the Chicago & North-western and its Nebraska allies, which will continue to discriminate against us and turn a deaf ear to all complaints. Such a railroad as we have suggested is the key to the situation. It should be built and controlled by Omaha capitalists, but if that can't be done we would urge, as the next best thing, that reasonable assistance be given to any railroad company that will construct and operate the line in the interest of Omaha, which must be the terminus.

The people of Northwestern Nebraska, who are compelled by reason of the unjust discriminations against Omaha to ship their live stock and other products to Chicago and to purchase their goods in that city, are really in sympathy with Omaha, and would send their shipments to that market if they had a direct railroad communication. They want the proposed road as much as Omaha does. As an evidence of the desire of the people of Northwestern Nebraska to secure the building of this road we publish the following letter, which speaks for itself:

NEBRASKA, Neb., August 20, 1885.
J. A. CROFTON, Esq., Omaha:--
Dear Sir:--Our people are very desirous of getting a direct line to Omaha. At a recent public meeting here the universal feeling was that a bonus in the shape of bonds, right of way, depot grounds, &c., could be had in this country for such a line. At such meeting the undersigned were appointed a committee to correspond with your people in regard to the matter. Knowing that you are interested in the progress and welfare of Omaha as well as that of Northwestern Nebraska, we take the liberty of addressing you. Will you kindly see your people who would interest themselves in such a project and advise. Wouldn't it advance the interests of the B. & M. and strike a blow at the Northwestern?
Respectfully,
T. F. POWERS, Chairman.
S. DRAHER, J. W. PERKINS, Committee.

The same feeling, as expressed in this letter, exists throughout northern Nebraska. If the proposed road is started at an early day there will be no trouble in securing the right-of-way, together with substantial aid from the various towns and counties through which the line will run. The Bee is opposed on general principles to the voting of bonds to railways, as the people have been swindled too often in this way, but we have reason to believe that the voting of a reasonable amount of bonds for this Omaha and northern Nebraska enterprise would prove a profitable investment to all the counties, including Douglas of course, through which the line will be built. But the projectors, whoever they may be, must give evidence of good faith and convince the people that the road is to be pushed to a rapid completion when it is once started. It must be no stock-jobbing affair, gotten up merely for the purpose of securing a lot of bonds and then selling out. It must be a bona fide business enterprise. When the people are convinced that the projectors mean business they will no doubt render aid to a reasonable extent.

The importance of the enterprise cannot be overestimated. Now is the time to agitate the matter, and take advantage of the present and pressing demand for such a railroad. We would suggest that a meeting of the leading business men and capitalists, together with the board of trade, be held at once to fully discuss the project. Let there be no delay.

SECRETARY ENDICOTT'S order No. 85, which ordered officers on detached duty to return to their regiments, is not likely after all to be as much of a "resurrection of the army" as was predicted. The critical eye has discovered a loop-hole in the order. It is the following proviso: "Unless assigned to special duty by the war department." Already an assignment has been made by virtue of this proviso, the favored officer being Lieut. Lyman, of the Fifth Infantry. He has not seen his company or regiment for nine years. During that long period he has been on detached duty and basking in the sunshine of Washington

society. Instead of tearing him away from his Washington friendships and associations and sending him to the frontier of the rowdy west, Secretary Endicott has kindly assigned him to duty in the office of the publication of the rebellion records, for the work upon which he has no special qualifications. This favoritism can only be accounted for by the fact that Lieutenant Lyman is an intimate friend of Secretary Endicott, and a brother-in-law of Senator Edmunds. This is reform and "resurrection" of the army with a vengeance, indeed. It will be some time before Secretary Endicott will hear the end of the criticisms that will be made upon his partiality in this instance.

CANALS AND RIVERS.

The recent New York canal conference, which recently met at Utica, was one of the most important conventions ever held in that state. The delegates were nearly all influential men, and the result of their deliberations will no doubt prove beneficial to the canal system of that state, which has become an important factor in the transportation problem of the country at large. That the canals are of the greatest importance as regulators of freight was the unanimous sentiment of the convention, and the general feeling was in favor of their immediate improvement. It was virtually decided not to look to congress for aid, but to cover the expense of the contemplated improvements by state appropriations. Both political parties in the coming state campaign will no doubt endorse the action of the canal convention, and with such an endorsement the next legislature ought to have no hesitancy in making liberal appropriations. What the canals are to New York the Mississippi and the Missouri and their navigable tributaries are to the northwest, and their improvement is urged by the people of the great grain producing regions of the Mississippi and Missouri valleys. From the nature of the water routes of the northwest we must look to congress for the money to pay the expense of improvement. This is the object of the northwestern waterways convention to be held at St. Paul next month. That convention, which will be largely attended by delegates from Minnesota, Iowa, Illinois, Missouri, Kansas, Nebraska, Dakota and Montana, will thoroughly discuss the subject and formulate a petition to congress which cannot very consistently ignore the claims and demands of the states and territories that produce the great bulk of the grain and live stock of this country.

SOMEbody has taken the trouble of counting up the executions, legal and illegal, which have occurred in this country in the first six months of the current year, and comparing them with the figures of 1884. It appears that in 1884 there were 193 lynchings, an increase of nearly a hundred over 1883. But in half of 1885 the number was 99, of which 75 were in the southern states and 24 in the north. Texas has nearly a third of the whole number. In the northern states east of the Mississippi there were but three instances in which a mob "took the law into their own hands," and all of these in Ohio. The popular feeling about horse-stealing in some parts of the country is shown by the fact that that crime ranks next to murder as a provocative to mob violence. On the other hand, there has been a marked decrease of legal executions, only forty-two persons having been hung by the sheriff in the above six months, against a total of 123 last year. The proposal of some philanthropists to put an end to capital punishment sounds funny in view of the exhibit of public feeling on the question. The existence of that penalty and the belief in an adequate enforcement of the law probably saves as many lives from mob violence as are taken in due course of the law.

It is a little singular, and nevertheless true, that the "rascals" that are being discovered just now are mostly among the recent democratic appointees. Turn the rascals out.

The rumor that Dan Manning proposes to resign from the cabinet is again revived. Possibly Daniel wants to run for the governorship of New York.

THERE are too many quack doctors in Omaha. If there is any law for the punishment of the frauds, they ought to be given a liberal dose.

The English Wolf is at the door of the Sultan of Turkey, and the Russian Bear is keeping his weather eye on his movements.

It is rumored that Cleveland will soon visit Ohio. Is he going fishing for votes for Hendry?

SEPTEMBER MAGAZINES.

Harp's presents an unusually interesting table of contents for September. Perhaps the most attractive article--it certainly is in illustrations--is that upon Antonio Louis Barye the famous French artist and animal sculptor. Charles Dudley Warner's "Impressions of the South," is a timely paper, and will attract wide attention. Gen. Porter's Grant reminiscences will no doubt be read with interest.

"Grant's memorial; what shall it be?" is discussed in the North American Review by a symposium of sculptors, painters, architects, and art critics. "Small our national banking system be abolished?" is discussed from various standpoints. "Reminiscences of Famous Americans," by Mr. French, ex-sergeant-at-arms of the United States senate, while interesting in many respects, is open to criticism in several particulars. Mr. French is considerably of a "quack" in relating his anecdotes, and he is also inaccurate in some of his statements. He is writing a book of his reminiscences, but we

question the statement which has been made that "it is equal to the forestalling of the Review," it will be one of the most famous works of modern literature." That is predicting altogether too much for Mr. French's forthcoming book, if his article in the Review is to be taken as a criterion of his style.

The Quiver for September comes well filled with choice reading for Sunday as well as for week day. For week days there is an unusual amount of fiction, the continuation of the interesting serials, besides a number of shorter serials and poetry. There are plenty of illustrations, and take it for all in all, the number is exceptionally attractive.

"The relations of railway managers and employees" in the September Popular Science Monthly deserves a careful reading. "Siberia and the Exiles" is an article possessing many interesting features. Anything about Siberia is generally interesting. "How appalling damages the mind" is an ingenious paper, the conclusions of which may excite some little discussion and difference of opinion. There are various other instructive papers. The number is unusually rich in valuable matter.

Castell's Family Magazine comes laden with the usual amount of popular reading, and the draughtsmen and engraver have contributed their skill to render it attractive. The papers describing "The Postmen of the World" are continued and are very entertaining reading, and the illustrations are very amusing.

General Grant's article on "Vicksburg" is to appear in the September Century. George W. Cable's reply to the theories of the "Freedmen's Case in Equity," will also appear under the title "The Silent South."

Mr. Alma Tadema contributes the frontispiece to the September number of the Magazine of Art. The picture is taken from the original in the Grosvenor Gallery, and is called "Who is It." Another picture is "Universal Liberty." The poem "Calais Sands" is accompanied by a very expressive sketch. The other features, both illustrations and descriptive papers, are equally interesting.

Outing continues to grow in popular favor. In its particular field it has no rival, and is a welcome monthly visitor especially to the lovers of outdoor sports and recreation. The illustrations are equal to those of any of the best illustrated magazines. The table of contents for September presents a splendid variety of subjects. Captain John G. Bonner, as well known in Omaha, furnishes his second well known "General Crook in the Sierra Madre," which is full of adventure.

ALL SORTS.

Never strike a man when he is down. Sit on him and choke him.

Madame Adeline Patti, it is stated, has a volume of personal memories in preparation.

Mrs. Custer has been engaged by the Chicago Tribune as a correspondent from New York City.

"Nervous Girl" wants to know how to cure a tickling sensation about the face. Get him to shave off his moustache.

The Indians of the western frontier have given Gen. Sheridan the name of "The chicken-man-who-means-business."

Miss Lulu Hunt, of Georgia, has lost her magnetic power, but she still retains a firm grip on that \$50,000 she made out of her exhibitions.

Ed Stokes is surprising New Yorkers by his rapid rise from his temporary obscurity in the Omaha and Sing Sing. He has risen from a bar proprietorship to the presidency of a telegraph association, and is getting rich fast.

"Yes," said a western tragedian, "I've been on the stage a good many years." "Have you ever played 'Hamlet'?" he was asked. "I've played 'Hamlet,'" he exclaimed. "Why, I've played 'Hamlet' on many times, and no one thoroughly identified myself with the character that all my friends and acquaintances speak of me as 'Hamlet.'"

The Kansas City Times says: In the biography of Gen. Howard, which has just been published, he tells how to quit the use of tobacco, and what led him to cease altogether the use of it. He brooked refusal to see him one day, and he said to him, "My man, drunk, had been mistaken for me. Many weary months passed before the blunder was corrected. He said that the only way was to have the reputation of not drinking at all."

Col. Ho, the inventor of the celebrated Ho printing press, although seventy-five years of age, is still daily in the busy affairs of his great establishment in New York. He is of a jovial disposition, and walks through the workshops whistling the latest operatic airs and chatting pleasantly with his employees, many of whom have spent the best years of their lives in his service. He is a very liberal employer, the pay-roll of his immense plant is \$20,000 a week, and in the busy season to over \$20,000 a week.

AFFAIRS IN THE MAGIC CITY.

Holdrege, Neb., August 24.--Philip county has harvested a wonderful crop of small grain. The ground was getting dry for corn, but last night a splendid rain came, and the corn crop will be the largest by 25 per cent over harvested. Holdrege is now building three more new brick blocks which are to be completed this fall. E. W. Roberts is the contractor. He also has the contract for a very fine school building to be erected immediately, but the enterprise which is now receiving the most attention is the county fair, which is to take place at Holdrege, October 7, 8, and 9. A quarter of an acre of land has been purchased by the society within a half mile of the city limits, which will be fenced and a race track prepared. Arrangements are being made for the introduction of many new features, and if Providence favors, it will be the best paying enterprise in the long run that Holdrege has yet taken hold of.

Politicians are getting very much warmed up. No party is yet named but the republican, but we here whippersnappers of a convention by the anti-monopoly, combined with the temperance element, also of a democratic outbreak, which is uncommon in this county, although several hundred votes were polled in the county last fall.

The recent candidates for state are: For clerk, P. O. Hedlund and R. H. Johnson; register, Peter Peterson; treasurer, J. Holgren, Asa Wellington and A. G. Larson; sheriff, W. H. Frank and E. Erickson; county judge, C. J. Backman; superintendent, Mina Hopwood.

OCCASIONALLY.

He is still alive.

"I am still in the land of the living," said Marshal Cummings yesterday, "notwithstanding that threatening letter which came in my mail the other night."

"NO THOROUGHFARE."

The Railway Crossing on Tenth Street and Some of the Exciting Scenes Occurring There Every Day.

In all the busy bustle of this proudly thriving city there is no scene of animation, from skirt to skirt of the business centre, to compare with that daily afforded at the Tenth street Union Pacific crossing. A score of parallel tracks, interlaced with frogs, spurs, switches and every contrivance of rail possible to conceive, afford facilities of movement to the immense traffic of the road which centers at the freight and passenger depots hard by. Over this mesh of iron passes the highway which is virtually the chief thoroughfare between the two quarters of the city known as the north and the south and communicating with the turnpikes leading into the farm land of southern Douglas and northern Sarpy counties.

If it were not for the fact that fully half the local public is unacquainted with this portion of the town, except perhaps through one or two journeys to the trains in all year round, there would be no opportunity to elicit interest in a picture of its scenes, and the reporter who conceived the notion to "write them up," as he recovered his mutilated hat from under a locomotive's wheels where it had dropped as he dodged danger, would have no warrant for his task.

A broad expanse of wooden flooring covers the crossing, the expense of reducing the obstruction which the rails offer to wagon travel. This end, however, is but feebly attained and the passage of the crossing in any conveyance is not remissful of an asphalt drive-way, otherwise than by violent contrast.

An electric gong, operated by the occupant of a sentry-box affix has been provided by the thoughtful railroad company to warn the public of on-coming trains, but its rattling alarm has a vague significance to the untutored and it rings so much and so long that to one not previously advised it might mean clear track as well as danger. In the midst of a babel of clanging gongs, whistle shrieks, ceaseless steam whistles, rapid puff of boiler and rattling vehicles, lightened by the urging of the driver, the initial operations of a great railway and the local traffic of a big, busy city are in a daily struggle for the right of way to a few feet of the thoroughfare. The struggle is of course unequal as the motor power of the railway holds such an advantage as the wagon will not dare to dispute. What ever heard, except as an accidental casualty, of a team and wagon facing a locomotive even under the most favorable terms of encounter? It is not to be thought of--anyway as long as the cow-catcher, which is just as effective against horses, people, omnibuses, street cars and all such things as it is against cows, is ruled in.

"Ding, ding, ding, etc.," peal the gongs together and the farmer leisurely jiggling up street, starts wildly to his feet to see the black outlines of a big box car bearing down upon him on a running switch. "Look out!" "Hi, there, you old bloke, you'll get killed!" is chorused by a half hundred voices, and the granger gives a wild shout to his horses and deals out the lash with a vigor he thought to have long since lost. The old plow leap from their sleepy pace in veritable surprise and take up a galloping flight. Bumpety, bump, away they go, bounding over the rails at the expense of a showering scaterment of the old man's marketable produce. But what's the loss of a bushel or so of potatoes, apples, tomatoes, or all the "garden sage" in the township, for that matter, the old gentleman escaped injury.

Rear and plunge, a spirited horse in a light buggy has taken fright at an approaching engine. No one can blame the beast--the iron monster as it comes with rattling exhausts clanking itself in steam, through which it gives successive signals, is enough to frighten anything susceptible of emotions. Still the horse stands transfixed in the center of the track, speaking its terror in its quivering flanks, dilating nostrils and unruly refusal to budge. The gentleman driver in alarm pities the whip cruelly but to no avail. The engine cannot check that heavy freight behind him in season and the tragedy seems almost at hand, when an active figure darts from the crowd to the horse's head and literally drags the animal from the rails.

A passenger train has at this moment pulled in and the arrivals are pouring across the tracks to the street cars, or being taken at a handsome rate by the local taxicab. Goodness, what a mad race! Wonder if that horse flying vehicles don't collide or run down some one; they are quite as dangerous as the cars.

A long freight train draws by half its length and stops. Back it runs a quarter, then forward, and so it sees for a quarter of an hour. On half side the wagons have moved up awaiting passage, and so close that the horses' heads can almost touch the moving cars. At last the train pulls out and the scamper which ensues almost checks the breath. The race is for the swift and at a dizzy run some four or five take the hill toward the street in the opposite direction, so close together that the most dextrous driving alone saves a smash.

Thus it goes the whole day long, such scenes with endless variations recurring day by day. Yes, indeed, the railway company will be held responsible for loss of life or personal injuries and that is the reason, doubtless, that Mr. Callaway said the other day that he would like to put a big union depot on the site of the crossing or was willing to negotiate with the committee of citizens for a viaduct.

SIDEWALK OBSERVATIONS.

Good amusements at popular prices will be the programme in Omaha this season.

In one window of a Douglas street restaurant a show-bill representing a galaxy of female beauties in lights has been hung just above the restaurateur's sign "Frog legs," while in the other window a somewhat similar picture of a lot of two-headed demurels has been placed above the sign "Spring chickens." Business ought to be brisk at that establishment.

The new sidewalk around the Washburn corner is a big improvement, and will be appreciated by the sidewalk conventions during the fall campaign.

Five cent restaurants, where every article you order costs you a nickel, are becoming quite common in Omaha.

Jim Stephenson continues to give evidence of his enterprising spirit. Besides patting a

public drinking fountain for horses on the sidewalk in front of his livery stable, he has just added to his livery stable an elegant baggage wagon, drawn by a beautiful horse. We are glad to hear that Jim's cabs are a paying institution.

OWING to the rivalry between the artificial stone men and the natural stone contractors to secure contracts for work, Omaha is fast getting some good sidewalks. Let the good work go on.

THE B. & M. headquarters, with the new addition and a fourth story, will be a very large building. It is to be neatly painted and will present a handsome and imposing appearance. The frontage on Farnam street will be 88 feet, while that on Tenth is 132. It is an open secret that the enlargement is being made to accommodate the B. & M. offices at Lincoln, which are to be moved to Omaha as soon as the building is completed. Lincoln, however, gets a big freight depot.

EVERY day furnishes additional evidence that the Omaha exposition is to be a grand success in every particular.

ST. MARY'S avenue, since it has been paved, has become one of the liveliest business thoroughfares in Omaha.

THE A. L. Strang company has secured the contract for putting in a system of waterworks at West Point for \$15,000. Several other towns in Nebraska are figuring with this company for waterworks.

THE contract for building the St. Paul extension of the Chicago, Burlington & Quincy has been let to one man for \$9,000,000. Here is a good opportunity for sub-contractors, of whom there are quite a number in and around Omaha, to catch on to some good jobs.

SATURDAY evening a spirited saddle-horse, tied to a hitching-post opposite the Paxton hotel, became frightened and dragged the stone, weighing over 125 pounds, into the middle of the street and on to the street car track. Such hitching stones should not be allowed, as horses frequently thus drag them away, and the result will be a serious accident sooner or later.

THE Trinity bell-ringer is knocked completely out of time when playing a tune upon the chimes if another bell rings during the performance. On the other hand the choir-singers in other churches are equally disturbed by the Trinity chimes. Thus has there a discord been created among church musical circles.

HORSE-THIEVES IN HCC.

Messrs. J. and Weinberg Arrested in a Lincoln Hotel by Deputy Sheriff Crowell.

Mention was made in the BEE of Saturday, of the fact that Mr. J. A. McShane had recovered the two horses stolen on Thursday by Kerr and Weinberg, the two young sports from the east. They were discovered in a B. & M. car, having been shipped from Ashland, Neb.

Deputy Sheriff Ed. Crowell, who had been keeping pretty close track of the two young men, both by telegraph and telephone, discovered that they were heading for Lincoln. He took the evening train for that city, arriving there late at night. He made no search for them that evening, but the next day started out to see if he could locate them. Chancing to drop in at the Metropolitan hotel, he saw on the register the names of Jim Morley and Frank Martin, of Wichita, Kansas. Suspecting that these might be the assumed names of Kerr and Weinberg, he made inquiry and found that they had come in without any money, and had been given lodging for "sweet charity's sake." Crowell then went up to the rooms occupied by Messrs. "Morley" and "Martin," and found the two would-be-toughs, Kerr and Weinberg. They were both armed, but attempted no resistance, and are now in the county jail awaiting trial.

McShane will not be home for a day or two, and in all probability the two young men will not be brought into court until Wednesday.

Kerr and Weinberg say that they left town for the purpose of having a little quiet time in the suburbs. They became intoxicated, and fearing to come back to Omaha, went to Ashland. When in that city they read the BEE, and saw that the county authorities were looking for them. They became frightened and shipped the horses back to Omaha.

COUNTY FATHERS.

By R. E. ALLEN, Deputy. FRANK MARTIN, Plaintiff. AUGUST 17-21-24-25-26-27-28-29-30-31-1885.

THE Weekly Meeting of the Board of County Commissioners.

SATURDAY, August 22, 1885. Board met pursuant to adjournment. Present Commissioners O'Keefe, Corliss and Timme.

The following resolutions were adopted: In compliance with the statute in this case made and provided, it is hereby ordered that the city of Omaha be, and the same is hereby divided into three districts, for the purpose of the election of justices of the peace, number one, two and three, to be held at District No. One. One shall be composed of the First and Second wards of said city; that District No. Two shall be composed of the Third and Fourth wards of said city; and District No. Three shall be composed of the Fourth and Sixth wards of said city.

Resolved, That the county treasurer be and he is hereby directed to receive personal tax and James Winsper for the year 1870 without interest.

The following accounts were allowed: ROAD FUND. R. W. Douglas, work on road, \$45 00; M. F. Keady, hauling, grading, &c., 18 00; E. F. Timme, on account grading, 15 00; B. F. Knight, grading, 100 00; John Kowack, work on road, 30 00; Wm. Harrier, work on road, 24 00; H. E. Avery, 1 scraper, 14 00.

GENERAL FUND. Al. Sigwart, witness fees, \$2 00; Wm. Scarborough, witness fees, June, 1885, 6 00; J. J. Finkbeiner, services as examiner, county roads, 1 00; James Winsper, petit juror, June term, 1885, 94 00; Adjudged to Wednesday, August 26, 1885, H. T. LEAVITT, County Clerk.

By Wm. H. McGraw, Deputy.

A Suburban Blaze.

News was received by the fire department yesterday that the house of a Mr. Rowitzer, Dwight & Lyman's addition, south of Hancock park, was burned to the ground Sunday night. No alarm was given and no attempt was made to extinguish the flames, as the family were absent, and before they returned the structure was in ashes. The house was a two-story frame. The amount of insurance is unknown.

It is supposed that the house was struck by lightning, no other theory being at hand.

HAGAN'S
Magnolia Balm
is a secret aid to beauty. Many a lady owes her freshness to it, who would rather not tell, and you can't tell.



R. R. GROTT
General Western Agent

719 South 9th St., Omaha, Nebraska.
Telephone 602. Correspondence solicited.

POOL PRIVILEGE'S.

POOL BIRTH AND OTHER PRIVILEGES FOR SALE ON THE GROUNDS OF THE

OMAHA, NEBRASKA, FAIR.

All bids must be on file in the Secretary's office, on or before August 15. The right is reserved to reject all bids.
Parasols and other premiums offered, \$20.00.

FAIR HELD SEPT. 4th to 11th.